



Argus falls to HMS *Pelican* in single-ship combat, 14 August 1813, in this watercolor rendered by an unknown English artist in about 1864. Beverly Robinson collection, Naval Academy Museum. (NH 56759)

Preble's squadron sailed east to blockade Tripoli. During the early part of 1804, she cruised the western Mediterranean in an unsuccessful search for a Tripolitan cruiser reportedly operating in that area. In March 1804, she received orders to join the rest of the squadron off Tripoli.

She arrived at Tripoli in company with *Constitution* and *Enterprise* on 19 June, but left the blockade late in the month to join a neutral ship at Syracuse and escort her back to Tripoli with supplies for the captive officers and crew of the frigate *Philadelphia* which had been taken by the Tripolitans after she had run aground on an uncharted reef off that port the previous October.

Argus resumed her blockade duties on 7 July. At that point, Preble began preparations to chastise the Tripolitans with a shore bombardment. Heavy weather, however, postponed the action until early August. On 3 August, the squadron moved in to provide long-range support for the gunboats and mortar boats actually engaged in the bombardment. The bombardment was considerably less damaging to the defensive works protecting Tripoli than hoped for, though the American gunboat crews boarded and carried several of the Tripolitan vessels sent out to engage them. The squadron conducted another ineffectual bombardment of Tripoli on the 7th; and, two days later, Commodore Preble embarked in *Argus* to reconnoiter Tripoli harbor. During that mission, shore batteries fired upon the brig, and she was struck below the waterline by a single shot. Fortunately, the shot did not pass all the way through her hull; and she remained on station off Tripoli following the attack. On the 28th of August, the squadron conducted a third bombardment of the defenses of Tripoli in which its guns inflicted severe damage. A week later, on the night of 4 September, *Argus* was among the ships that escorted the ill-fated fire ship *Intrepid* to the entrance of Tripoli harbor. When *Intrepid* blew up prematurely, *Argus* remained there to pick up survivors, but none had appeared by sunrise when she mournfully returned to her blockade station.

Through the winter of 1804 and 1805, the brig alternated between blockade duty off Tripoli and periods in port at Malta and Syracuse. In the spring of 1805, *Argus* participated in one of the more celebrated episodes of American naval history, the capture of Derna. During the preceding months, she had made several

voyages to Egypt in support of Consul Eaton's efforts to raise a force of men to take Derna in conjunction with the deposed, but rightful, pasha. After a march of over 600 miles across the desert in what is now known as Libya, the polyglot army—there were only 10 Americans in the whole force—arrived at Derna on 25 April 1805. *Argus* had met the army a day or two earlier at the Bay of Bomba to provide provisions. Now, she made preparations to provide bombardment assistance for the landward assault.

The "American" force launched its attack on the 27th. *Argus* and *Nautilus* anchored about half a mile to the eastward of the fortifications. The Tripolitans opened fire almost immediately upon *Argus* and upon *Hornet*, anchored quite a bit nearer than her two consorts. By 2:45 that afternoon, gunfire from the ships silenced all of the guns in the city. A desperate charge led by Lt. O'Bannon, USMC, managed to carry the gun batteries by storm and breathed new life into the assault. After hoisting the American flag over the battlements, he ordered the already loaded captured guns to be turned on the town. By 4:00 that afternoon, the entire town had fallen to Eaton's army, and the enemy fled to the hinterland. The capture of Derna has been immortalized in the words of the Marine's Hymn, ". . . to the shores of Tripoli."

Eaton's mixed force held the town until almost the middle of June. However, after Eaton's and O'Bannon's victory, a Tripolitan army, which had been sent to reinforce the town, arrived and began preparations to retake Derna. There, *Argus* remained offshore to provide gunfire support in the defense of the town throughout the occupation of Derna. When the Tripolitans finally assaulted the town on 13 May, *Argus* joined in the fray and enabled the defensive forces narrowly to beat back the charging enemy troops. *Argus*' guns wreaked havoc among the enemy forces during their headlong retreat. Between that time and early June, the Tripolitans made a few more half-hearted approaches during which *Argus*' long 12-pounders came into play. However, things remained relatively quiet, for negotiations with the pasha in power were already underway. On 11 June, orders arrived to evacuate Derna as negotiations had been concluded. The Christian troops and the deposed pasha were embarked in *Constellation* that evening, and the American ships quitted the area.

Argus continued to cruise the Mediterranean until the sum-

mer of 1806. She returned to the United States at the Washington Navy Yard on 13 July and was laid up there in ordinary until 1807. At that time, she was fitted out at the Washington Navy Yard and began a series of cruises along the Atlantic coast of the United States. Those cruises lasted into 1813 after America's entry into war against Great Britain. During one cruise between 8 October 1812 and 3 January 1813, she captured six valuable prizes and eluded an entire British squadron during a three-day stern chase. Through clever handling, she even managed to take one of the prizes as she was fleeing from the overwhelmingly superior English force.

On 18 June 1813, *Argus* put to sea from New York bearing the honorable William H. Crawford, the United States minister to France. She arrived in L'Orient, France, on 11 July, disembarked the minister, and put to sea again on the 14th. She spent the next month conducting a highly successful anticommerce cruise in the English Channel, thence around the southern coast of England and into St. George's Channel. At that point, early in the morning of 14 August, *Argus* ran afoul of HMS *Pelican*. Failing to gain the weather gage, *Argus* shortened sail and ran along the starboard tack as *Pelican* came up from behind. *Argus* wore ship and opened with her port battery. *Pelican* answered with her starboard guns. Soon into the action, *Argus'* commanding officer, William H. Allen, suffered a mortal wound when a round shot amputated his right leg. The captain, however, remained at his station until he fainted from loss of blood. *Pelican's* gunfire did fierce damage to *Argus'* rigging. Within 15 minutes, *Argus* was unmanageable for all practical purposes, and *Pelican* raked her at will. At 6:45, the British ship was in position to board; but, as her seamen began to storm on board, *Argus* struck her colors. During the 45-minute action, *Argus* lost 10 men killed—including her captain—and 13 wounded.

During the War of 1812, *Argus*—an 18-gun sloop of war laid down at the Washington Navy Yard in 1813—was still on the ways when the British advanced on the National Capital late in the summer of 1814. To prevent her capture by the enemy, she was burned on the ways on 24 August 1814.

II

(PY-14: dp. 859; l. 207'6"; b. 30'; dr. 12'; s. 14.5 k.; cpl. 59; a. 1 3", 4 .50-cal. mg., 1 dep. (Y-gun), 2 det.)

The second *Argus* (PY-14)—a yacht built in 1929 at Kiel, Germany, by *Germaniawerft* as *Haida*—was acquired by the Navy on 25 October 1940 from Mrs. Max C. Fleischmann of Glenbrook, Nev.; converted at Long Beach, Calif., by the Craig Shipbuilding Co. for naval service; renamed *Argus* (PY-14) on 14 November 1940; and commissioned on 13 February 1941, Lt. Comdr. Harold H. Connelley in command.

Argus arrived in San Francisco on 19 February 1941 and began duty patrolling San Francisco Bay as a unit of the Patrol Force, 12th Naval District. That assignment lasted until May 1941 when she was reassigned to what appears to have been a successor organization—Patrol Squadron 1, Local Defense Force, 12th Naval District. Her duty, however, remained substantially the same as before, patrolling San Francisco Bay. She continued to perform this task until decommissioned on 17 September 1941. She was then transferred to the United States Coast and Geodetic Survey which she served for eight months.

Argus was returned to the Navy on 16 March 1942; and, after reconversion at the General Engineering & Drydock Co., she was recommissioned at San Francisco on 18 April 1942. The converted yacht resumed her patrols of San Francisco Bay under the auspices of the Commandant, 12th Naval District, and continued that duty for the remainder of her naval career. Two events highlighted this otherwise prosaic existence.

The first occurred when *Argus* rescued the 60 survivors from the "Liberty Ship" *John A. Johnson*, which had been torpedoed and sunk by the Japanese submarine *I-12* on 30 October 1944. *I-12*, after ramming and sinking the lifeboats and rafts, had then machine-gunned the 70 survivors in the water, killing ten. A Pan American Airways plane spotted *John A. Johnson's* remaining men soon thereafter, and *Argus* recovered them at 2135 on 30 October. She disembarked them at San Francisco on 3 November. *Ardent* (AM-340) and *Rockford* (PF-48) then teamed up to sink *I-12* ten days later.

In the second, *Argus* participated in the establishment of a weather station on Clipperton Island, 670 miles southwest of Acapulco, Mexico. Departing San Francisco on 4 December 1944, with meteorological personnel embarked, the converted yacht reached the island a week later and landed her passengers. With the American colors hoisted over the island, the naval weather station was set up that day, supported at the outset by *Argus*. The yacht was decommissioned at San Francisco on 15 April 1946. Her name was struck from the Navy list on 21 May 1946, and she was transferred to the Maritime Commission on 30 October 1946 for disposal.

Arided

A star in the constellation Cygnus.

(AK-73: dp. 14,550; l. 441'6"; b. 56'11"; dr. 28'4"; s. 12.5 k.; cpl. 195; a. 1 5", 1 3", 8 20mm.; cl. *Crater*; T. EC2-S-C1)

Noah H. Swayne was laid down under a Maritime Commission contract (MCE hull 500) on 20 September 1942 at Richmond, Calif., by the Permanente Metals Corp.; launched on 28 October 1942; sponsored by Mrs. D. W. Fernhout; renamed *Arided* and designated AK-73 on 30 October 1942; acquired by the Navy on 12 November 1942; converted for naval service by the Matson Maintenance Co., San Francisco, Calif.; and placed in commission at San Francisco on 23 November 1942, Lt. Comdr. John B. Blaine in command.

The new cargo ship was assigned to Service Squadron 8, Pacific Fleet, and took on a cargo of ammunition, gasoline, and other war supplies before sailing—via Pago Pago, American Samoa—on 4 December for the New Hebrides. The ship reached Espiritu Santo on Christmas Day and commenced operations with the 3d Fleet. From January to July 1943, *Arided* carried cargoes of ammunition and gasoline from Auckland, New Zealand, and Noumea, New Caledonia, to various points in the Solomon and Russell Islands.

In August 1943, the cargo vessel sailed to Port Chalmers, New Zealand, for a brief period of drydocking and repair work. She then resumed her routine of supply runs to the Solomon Islands. During 1944 and the first few months of 1945, *Arided* carried military supplies and equipment to various island bases in the South Pacific. Among her ports of call were Guadalcanal, Florida Island, and Bougainville, Solomon Islands; Milne Bay, New Guinea; Noumea, New Caledonia; Manus, Admiralty Islands; Russell Islands; Peleliu, Palau Islands; and Funafuti, Ellice Islands.

Arided sailed to Espiritu Santo in April 1945 and took on supplies and equipment earmarked to help troops struggling for control of bitterly contested Okinawa. She arrived off Hagushi beach, Okinawa, on 18 June. While the ship was discharging her cargo, several enemy air raids took place, but she suffered no damage and continued her unloading. On 2 July, the vessel sailed for Guadalcanal and Espiritu Santo to take on more supplies. After making stops en route at Eniwetok and Ulithi, *Arided* arrived at Buckner Bay, Okinawa, on 18 August—three days after learning that Japan had capitulated.

On 26 October, *Arided* completed discharging her cargo and got underway for Pearl Harbor, Hawaii. The vessel arrived there on 14 November and remained in Hawaiian waters until she was decommissioned on 12 January 1946. The ship was then towed to San Francisco for final disposition. Her name was struck from the Navy list on 29 September 1947. She was delivered to the Maritime Commission at Suisun Bay, Calif., on 2 October 1947 for layup in the reserve fleet. The ship was ultimately scrapped.

Arided won two battle stars for her World War II service.

Ariel

An airy and playful spirit who served Prospero, a wizard and the deposed Duke of Milan, who is the leading character in Shakespeare's play, *The Tempest*. As he carries out the sorcerer's commands, Ariel finds great fun in making sport of humans and in playing pranks upon Caliban, Prospero's deformed, sluggish, ill-humored, and treacherous slave.

(SlpW: t. 435; l. 108'; b. 30'; epl. 45; a. 16 9-pdr. sb.)

In the spring of 1780, while Commodore John Paul Jones was in command of *Alliance*, Benjamin Franklin—then one of the American commissioners at Paris—ordered him to load that frigate with munitions and military stores which he had acquired for Washington's Army and had assembled at L'Orient for shipment to the New World. Since more materiel of war was stored at that port than *Alliance* could hold, Franklin asked the French Minister of Marine for the use of the prize *Ariel* to carry the surplus. Soon thereafter, that sloop of war arrived at L'Orient for loading.

Built on the north bank of the Thames River, *Ariel* had been launched on 7 July 1777 by the Perry Shipyard in the Blackwall district of London's Poplar municipal borough. Early during her service in the Royal Navy, she conducted patrols in the Irish Sea. Then, commanded by Capt. Thomas MacKenzie, RN, she headed west across the Atlantic for duty along the coast of England's rebellious American colonies. While cruising off the shore of South Carolina, *Ariel*—rated as a 20-gun sloop of war although she then carried 26 9-pounder smooth-bore cannon—encountered the French frigate *Amazone* on 10 September 1779 and, after a long and fierce battle, was forced to surrender. Condemned as a lawful prize, the former British warship became the property of the French Navy, but apparently saw no service before she was placed at Franklin's disposal.

Meanwhile, Jones had left L'Orient, and journeyed to Paris to obtain funds with which to pay *Alliance's* crew back wages and long overdue prize money. During Jones' absence from his ship, Capt. Pierre Landais arrived in L'Orient. Franklin had recently relieved this erstwhile commanding officer of *Alliance* from command of that frigate for his disobedience to orders during a recent cruise of Jones' squadron and for his incompetence and disloyalty during the historic and heroic battle between the squadron's flagship, *Bonhomme Richard*, and the British frigate *Serapis*. Landais—prompted by Arthur Lee, a fellow commissioner but enemy of Franklin—seized command of *Alliance* on 13 June 1780. He sailed in the frigate on 8 July, bound for America with Lee and his suite on board as passengers but without most of the desperately needed military cargo which he left in L'Orient.

Since Landais' bizarre behavior had deprived Jones of *Alliance*, Jones assumed command of *Ariel*. He had the ship rigged to improve her sailing qualities and removed 10 of his 26 guns to make room for more cargo. However, *Ariel's* sailing was also long delayed by loading the ship and by the need to obtain other vessels to carry the surplus cargo which *Ariel* could not hold. The ship—accompanied by merchantmen *Luke* and *Duke of Leinster* which Franklin had chartered to take care of the surplus supplies—departed L'Orient on 5 September, but they were held up in Groix Roads for over a month by contrary winds. The trio of ships finally put to sea on 7 October; but, the following day, one of the most severe storms in the history of the French coast broke and wreaked great havoc in the area, destroying many ships. *Ariel* lost all of her masts, sprang leaks, and suffered much other damage. Only Jones' superb seamanship enabled her to stay afloat and then to limp back into Groix Roads under a jury rig on the morning of 12 October.

Luke—faster and less damaged than *Ariel*—also managed to get back to port, but sailed independently before *Ariel's* repairs could be completed and was captured by a British warship. No record has been found of *Duke of Leinster* after her sailing on 7 October, so it is quite possible that she foundered during the hurricane.

More than two months passed before *Ariel* was seaworthy once more. She finally got underway again on 18 October. Since much of his ship's battery had been left in France, Jones followed a southern route in the hope of avoiding interference by the Royal Navy.

However, in this strategy, he was only partially successful. When his ship had reached a point some 200 miles north of the Leeward Islands, a lookout reported a large ship which soon began to approach *Ariel*. Rather than risk his only partially armed ship and the vital cargo and dispatches which she was carrying, Jones reluctantly had *Ariel* take to her heels. Jones hoped that she would shake off her pursuer during the night, but the stranger was in full sight when daylight returned the follow-

ing morning, closer than she had been when last seen the previous evening.

Ever resourceful, Jones then shifted to a new plan. He would try to pass *Ariel* off as a warship of the Royal Navy. When his pursuer reached hailing distance of *Ariel*, Jones demanded that her captain identify himself and his ship which proved to be the 20-gun British privateer *Triumph* commanded by John Pindar. Jones then ordered the privateer's captain to come on board *Ariel* with documents to verify his statements. When Pindar did not do so, Jones opened fire and forced his surprised enemy to surrender following a short and one-sided struggle. However, after *Triumph* had struck her colors, Pindar maneuvered his ship to *Ariel's* weather bow while the latter was lowering a boat for a prize crew and then quickly sailed away from the slower American ship.

This engagement was John Paul Jones' last battle in the cause of American freedom, but he soon had to deal with trouble of another sort, a budding mutiny. After uncovering a plot to take over the ship by the English seamen whom he had enlisted from among British prisoners of war in France to fill out a crew built around survivors from *Bonhomme Richard*, he clapped a score of the troublemakers in irons. The rest of her voyage to the Delaware capes was uneventful, and *Ariel* finally reached Philadelphia with her badly needed military stores—which included 437 barrels of gunpowder, 146 chests of arms, a large quantity of shot, sheet lead, and much medicine—on 18 February 1781.

At the beginning of March, *Ariel*—still in port discharging her cargo—fired a salute to celebrate Maryland's ratification of the Articles of Confederation activating the new Nation's first central government.

Early in June 1781, Jones turned *Ariel* over to the Chevalier Anne-Cesar de La Luzerne—the French minister to the United States—who manned her with a French crew for the voyage back to France. She apparently served the French Navy until she was lost in 1793.

II

(Sch: t. 75; epl. 36; a. 4 12-pdrs.)

The second *Ariel*—a schooner built on Lake Erie at Presque Isle (Erie), Pa., by Adam and Noah Brown—was launched in April 1813 and commissioned sometime during the ensuing summer, Lt. John H. Packett in command.

At the outset of her service, *Ariel* was blockaded in the harbor at Presque Isle by the British squadron under Capt. Robert Heriot Barclay, RN, until 2 August. However, when the English warship sailed away that day, Lt. Oliver Hazard Perry at once moved to get his squadron out into the lake. That action necessitated removing the guns from the two largest vessels of the squadron—the 20-gun brigs *Lawrence* and *Niagra*—and literally carrying them over the shallow bar at the entrance to the harbor. *Lawrence* passed over the bar early on the morning of 5 August. At about 8:00 that morning, the British squadron reappeared and traded long-range gunfire with *Ariel* and other small units of the American flotilla. Apparently Barclay did not realize that the two heaviest units in the American force were still without guns and undermanned for, after trading a few rounds with *Ariel* and her colleagues, he drew off and gave the Americans time to rearm and bring their complements up to strength. Soon thereafter, *Niagra* also crossed the bar; and the Americans began preparations for battle.

Perry and his squadron left Presque Isle on the 18th to search for the British. However, by then Barclay had put into Amherstburg; and he remained there until the beginning of the second week in September. Meanwhile, after cruising around the lake fruitlessly for a time, Perry took all his ships—except *Ohio* which he sent down the lake—into Put-in Bay. On 9 September, the British squadron, dangerously short of provisions, left Amherstburg in search of a decision with the superior American unit. When *Lawrence's* lookout sighted Barclay's squadron on the horizon at daybreak on 10 September, Perry immediately ordered his ships to weigh anchor. As the American force steered generally northwest to meet the enemy, *Ariel* and *Scorpion* led the column, with *Lawrence* immediately astern and the rest of the Americans at some distance back. The action opened at about 1145 with some extreme range shots from a long 24-pounder on board HMS *Detroit*, second ship in the British column. *Scorpion*

responded with her long 32-pounder, but *Ariel*—armed only with long 12-pounders—apparently held her fire for a time. Within 10 minutes, the action became general—at least between the British and three or four of the leading American ships. The rear-most American's were still quite out of range. *Ariel*, *Scorpion*, and *Caledonia* appear to have suffered little due to the fact that the British concentrated upon *Lawrence*. The smaller warships, however, stood gallantly by their stricken flagship inflicting on the enemy what damage they could. During the first phase of the Battle of Lake Erie, *Ariel* lost one of her four 12-pounders when it burst due to an overload.

Two hours and 30 minutes into the action, *Lawrence* was a battered wreck with her last gun silenced. *Ariel*, *Scorpion*, and *Caledonia* remained in action as the fresh *Niagra* finally hauled up to join in the close action. At that point, Perry shifted his flag to *Niagra* and charged to break the British line of battle. *Lawrence*, with but 14 effective seamen, struck her colors soon after Perry crossed over to *Niagra*. The British were never able to take possession of her, though, because *Niagra* succeeded admirably in breaking the British line and raking three of their ships to port and the other four to starboard. Meanwhile, *Ariel* and *Scorpion* provided what amounted to a crossfire on the three ships to *Niagra*'s portside. Within 15 minutes of his line being broken, Barclay—his major units in shambles—lowered his flag in surrender. Two of the smaller British ships tried to flee, but *Scorpion* and *Trippe* shepherded them back later that night. Throughout the battle, *Ariel* lost only one man killed and three wounded. On the night of 11 September, both squadrons entered Put-in-Bay.

The defeat of the British squadron on Lake Erie opened the way for the recapture of the Northwest Territory (primarily what is now the state of Michigan) and for an invasion of Canada. After repairing the ships of the squadron and their prizes, Perry began embarking the troops of General William Henry Harrison's invasion force on 24 September. That operation complete, the squadron and its embarked troops set out for the mouth of the Thames River on the 27th. They reached their destination at about 4 o'clock that afternoon, and the troops moved ashore unopposed. Three ships of the squadron moved upriver as the American troops advanced on the retreating British. Although some sources indicate that *Ariel* was one of those ships, others which are probably more reliable indicate that the troops were accompanied by *Scorpion*, *Tigress*, and *Porcupine*. However, these records state that even those three ships were unable to ascend the river far enough to participate in the American victory in the Battle of the Thames fought on 5 October 1813. *Ariel*, therefore, probably rode at anchor at the mouth of the river throughout the operation. The brief campaign ended two days after the battle when the American troops returned to Detroit to consolidate once more their position in Michigan while the American flotilla reigned supreme on Lake Erie.

Ariel's subsequent career remains a mystery. One source suggests that she was burned during the British raid on Black Rock (now Buffalo), N.Y., on 29 and 30 December. That end, however, seems unlikely for she was carried on a list of ships dated 18 March 1814; and Theodore Roosevelt, in his still-respected study, *Naval War of 1812*, indicates that she joined three other small warships on a brief raid of British posts along the northern shores of Lake Huron. Unfortunately, none of the sources offer any real substantiation for their assertions. All that can be clearly stated is that her name was not included with those of her sister schooners on a list of United States naval vessels dated 2 January 1816.

III

(Sch: t. 48; s. 7.5 k.; cpl. 13; a. 1 gun)

The third *Ariel*—a schooner built in Baltimore by Dorgin and Bailey as *Fourth of July*—was purchased by the Navy in April 1831 and commissioned as *Fourth of July* on 19 May 1831, Lt. Ebenezer Farrand in command.

Renamed *Ariel* on 9 June 1831, she served as a patrol vessel guarding a live oak forest growing on the gulf coast of Florida between Cape Sable and the Perdido River. That duty lasted from June 1831 to December 1832. She entered port at Norfolk, Va., on 31 December 1832. Decommissioned there, she was sold on 3 January 1833.

IV

(Sch: t. 20; dr. 4'; a. 1 lt. 12-pdr. sb.)

Early in the Civil War, the fourth *Ariel*—a small, privately owned schooner—worked out of Mobile, Ala., under Confederate papers as a blockade runner. Few details of these operations have been found; but we do know that, on the night of 11 October 1862, she succeeded in slipping through the Federal blockade off Mobile Bay and sailed to Cuba laden with cotton. After arriving at Havana six days later, she delivered her cargo and filled up with lead, tin, medicine, wine, coffee, and other items needed by the South. On the evening of 14 November, as she was attempting to return to Mobile, *Ariel* was detected and captured by the Union screw steamer *Huntsville*. Sent to Key West, Fla., for adjudication, the schooner was eventually condemned as a lawful prize and was purchased by the Union Navy from the Key West prize court on 24 July 1863.

However, long before her formal acquisition, *Ariel* was fitted out for service in the East Gulf Blockading Squadron. On 21 December 1862, Rear Admiral Theodorus Bailey detached Acting Master's Mate William C. Molloy from the recently arrived bark *Gem of the Sea* and ordered him to assume command of the schooner; and she began service as a tender to the squadron flagship, the frigate *St. Lawrence*. For the remainder of her service in the Union Navy—some two and one-half years—she spent most of her time acting as a tender to a larger warship, often the flagship.

While carrying out the unglamorous, monotonous, but important tasks assigned to her as she labored in her ancillary capacity, *Ariel* managed to take three prizes. The first came on 6 January 1863. As she was cruising off Key Biscayne Bay, Fla., about mid-afternoon, she "... saw a suspicious looking craft ..." sailing close to shore and immediately changed course to investigate. The stranger attempted to flee; but, after a chase lasting over two and one-half hours, was overtaken and forced to heave to. The prize proved to be the sloop *Good Luck*, bound from New Smyrna, Fla., with a cargo of turpentine and cotton to be delivered to Nassau, New Providence Island, in the Bahamas. Her master, Edward Dexter, had already achieved considerable notoriety as a blockade runner. Since the sloop was leaky, *Ariel* towed her to Key West where she was turned over to the prize court.

Her next score did not come until late in the year when she captured *Magnolia* on 16 December 1863. When *Ariel* took that Confederate sloop, she was in the Gulf of Mexico, some 70 miles west of Charlotte Harbor, Fla., and heading for Mobile with medicines and liquor.

Off the mouth of the Chassahowitzka River, Fla., on 28 May 1864, two boats from *Ariel* captured *General Finegan* carrying cotton and turpentine from Crystal River, Fla., and heading for Havana. The cargo was removed and sent to Key West; but, since she was leaking, the sloop was burned.

About this time, *Ariel* became active in supporting Army operations. In mid-April 1864, she assisted troops which had been ordered to reinforce Fort Myers, Fla., and she continued to conduct similar operations through the ensuing summer. For instance, on the evening of 16 September, while *Ariel* was acting as a tender to screw steamer *Hendrick Hudson*, the schooner's commanding officer, Acting Master J. Russell, organized an expedition to a point near Tampa Bay, Fla., to take possession of a large amount of cotton owned by David Hope, a renowned skipper of southern blockade runners. What cotton the expedition could carry was sent to Key West and the rest was put to the torch.

Thereafter, *Ariel* continued to serve along the Florida coast through the end of the Civil War. After the collapse of the Confederacy, she was sold at Key West on 28 June 1865 to a John Curry.

V

(AF-22: dp. 11,875; l. 446'10"; b. 60'3"; dr. 26"; s. 18.5 k.; cpl. 328; a. 1 5", 3 3", 12 20mm.)

Jamaica was built in 1933 at Newport News, Va., by the Newport News Shipbuilding & Drydock Co.; owned by the United Fruit Co.; operated in that company's "Great White Fleet" as a

passenger liner until leased by the Navy on 24 March 1942; converted for naval service as a store ship by Todd's Galveston, Tex., shipyard; renamed *Ariel* and designated AF-22; and placed in commission at Galveston on 14 May 1942, Capt. E. P. Hyland in command.

On 25 May, the new store ship got underway for Norfolk, Va. Upon arriving there, she assumed duty with Service Squadron 7, Service Force, Atlantic Fleet. During the next one and one-half years, *Ariel* operated along the east coast and made numerous voyages to ports in the Caribbean. Among her stops were Bermuda; Trinidad; San Juan, Puerto Rico; and Havana and Guantanamo Bay, Cuba. This routine was interrupted by a cruise to Iceland in August 1943. The ship left New York City on the 15th and sailed to Argentina, Newfoundland, before continuing on to Iceland and reaching Reykjavik on 24 August. After unloading her holds, the ship retraced her course back to the east coast, arrived back at New York City on 7 September, and resumed her schedule of supply runs to the Caribbean.

On 4 January 1944, the store ship left Norfolk with a convoy bound for the Mediterranean. She touched at Algiers, Algeria, on 24 January, and soon sailed for Naples, Italy. The ship reached that Italian port later the same month and discharged supplies. She then sailed eastward and paused at Oran, Algeria, in early February before sailing back to the United States. The ship arrived at New York City on 13 February.

Ariel set sail for the Caribbean on 20 February and made port calls at St. Thomas, Virgin Islands, and San Juan, Puerto Rico, to unload supplies. The ship then returned to New York. In late March, she commenced another voyage to Iceland and arrived back at New York on 10 April. After a few weeks of upkeep, *Ariel* sailed for the United Kingdom. Upon her arrival there, the vessel provided food and supplies to ships preparing for the cross-channel invasion of Normandy. She operated from the ports of Clyde, Scotland; Belfast, Northern Ireland; and Plymouth and Portland, England. The store ship left England on D day, 6 June, and sailed back to the United States.

Ariel reached New York on 16 June. After a fortnight of leave and upkeep, the vessel cleared that port and sailed to Norfolk. On 1 July, she set out across the Atlantic on another resupply trip to Mediterranean ports. The vessel unloaded stores and equipment at Oran and Naples before reversing her course and steaming back to the United States. She made a stop in the Azores before finally putting in at New York on 3 August.

After one week in port, *Ariel* shaped a course to the Caribbean and discharged her cargo at Guantanamo Bay and Trinidad before returning home. Another round-trip from New York to Bermuda came in September. The ship sailed from Norfolk on 20 September bound for the Mediterranean. She once again moored at Oran and Naples to reprovision Allied forces operating ashore. The ship completed her unloading, sailed back to New York, and arrived there on 23 October. She remained long enough to replenish her supplies before getting underway for San Juan and Guantanamo Bay. In early November, the vessel returned to Norfolk for much needed upkeep. She resumed operations on 10 December when she set a course for the now familiar ports of Oran and Naples. After discharging her cargo, *Ariel* sailed back to the east coast and reached Norfolk on 6 February 1945. Later that month, she made another round-trip voyage to Oran.

In March, *Ariel* left New York en route to San Juan. She sailed back to the east coast and put into Boston, Mass., on 12 April. From that port, the vessel made a run to Argentina and arrived back at Boston in late April to take on more cargo, then set sail for Bermuda.

The ship continued her supply runs to Caribbean ports from New York, Norfolk, and Boston through May 1946. On the 12th of that month, *Ariel* got underway from New York for a final voyage to Iceland. After a pause at Argentina, the vessel sailed on for Reykjavik. She reached Icelandic waters on 29 May and proceeded to unload her cargo. On 1 June, she set a course for New York, arrived there one week later, and entered the New York Naval Shipyard to prepare for inactivation. *Ariel* was decommissioned at New York on 21 June 1946 and was transferred to the War Shipping Administration that same day. She was ultimately returned to the United Fruit Co. The ship's name was struck from the Navy list on 3 July 1946. She was later converted for merchant service that same year.

Aries

A constellation located between Pisces and Taurus and depicted as a ram. In Greek mythology, Aries was a ram with golden fleece given by Hermes to Nephele, the abandoned wife of a King of Thessaly, so that she might save her two children from the wrath of Ino, their stepmother. With Nephele's daughter, Helle, and her son, Phryxus, on his back, Aries flew into the air and headed toward the kingdom of Colchis on the eastern shore of the Black Sea. While the ram was passing over the strait separating Europe from Asia, Helle fell into the water below and drowned. Thereafter in ancient times, the strait was known as the Hellespont; and it is now called the Dardanelles.

With Phryxus still on board, Aries continued his flight eastward. When he was finally safe at Colchis, Phryxus slew Aries as a sacrifice to Jupiter. The ram's golden fleece was then placed in a sacred grove guarded by a sleepless dragon.

Word of Aries' fate reached Thessaly and ultimately prompted Jason's expedition in quest of the golden fleece. Accordingly, the young hero engaged the master shipbuilder, Argos, to construct a vessel suitable for the voyage. Named *Argo* after its builder, the resulting ship carried Jason and his companions, the Argonauts, on one of the most adventurous and best known journeys of ancient times, rivaling the excitement of Odysseus' prolonged struggle to return to Ithaca and the suspense of Noah's 40 days in the *Ark*. Indeed, some students of early literature have concluded from the similarity of the names of the two ships and from parallel incidents in their stories, that the *Argo's* saga was inspired by Genesis' account of the *Ark*.

I

(ScStr: t. 820; l. 201'; b. 27'10"; dph. 15'8"; dr. 16'; s. 12 k.; cpl. 90; a. 4 8' sb., 1 30-pdr. P.r., 1 12-pdr. r.)

The first *Aries* was laid down in 1861 at Sunderland, England, by James Laing's Deptford yard. Built during the American Civil War in the hope that she would be purchased by persons planning to break the Union Navy's blockade of the South, this iron-hulled, screw steamer was completed in 1862 and sold later that year to Frederic Peter Obicino of London, England. She has resold, apparently sometime in 1863, to the Cuban firm, V. Malga & Cie, of Havana.

Almost no records of her career as a blockade runner seem to have survived, but we know that *Aries* did enter that chancy business, for a Confederate report on cotton exports between 1 November 1862 and 31 May 1863 states that she carried 740 tons of cotton out of either Wilmington, N.C., or Charleston, S.C. The number of her voyages to the South is unknown; and, in any case, her efforts to supply the Confederacy ended on 28 March 1863.

Shortly after midnight, lookouts on screw steamer *Stettin*—herself an erstwhile blockade runner now, following capture, turned blockader—spotted *Aries* off Bull's Bay, S.C., attempting to slip through the blockade with a cargo of liquor. The Union screw gunboat immediately weighed anchor and gave chase. When the runner was within range, *Stettin* opened fire on *Aries* and continued the pursuit until shoal water forced her to anchor. At daybreak, *Stettin's* commanding officer, Acting Master Edward F. Devens, saw that his quarry had run ashore on the south end of Petrel Bank. He immediately lowered two boats, and, "... taking command in person ... went on board and took possession of her as a prize to the U.S. Government." Since the blockade runner was aground astern, Devens had her cargo shifted forward; and the stranded steamer floated free with the rising tide.

Devens took *Aries* via Charleston to Port Royal where Rear Admiral Samuel Francis Du Pont stated that she "... is the most perfect example of a blockade runner we have yet seen—her masts lower in a peculiar way, invented for this very purpose." He ordered her north for adjudication in admiralty court and, since Devens was ill, detached him from *Stettin* and placed him in charge of the prize for the voyage to Boston where she was condemned and purchased there by the Navy on 20 May 1863.

While *Aries* was being fitted out for service in the Union Navy, Lt. Charles W. Read, CSN, in the prize *Clarence*, captured

the bark *Tacony*; shifted his crew to her as a better vessel; and began a cruise north and off the New England shoreline in which he terrorized Union shipping and frightened Northern coastal cities. To still the clamor of frightened citizens for protection from this "rebel pirate," Secretary of the Navy Gideon Welles sent out a number of warships in pursuit of the commerce raider and promised that *Aries* would soon join them. However, before *Aries* was ready for sea, other Union warships closed in on Read and compelled him to surrender his force. *Aries* was placed in commission at the Boston Navy Yard on 25 July 1863, Acting Vol. Lt. Edward F. Devens in command.

On the day of her commissioning, the screw steamer sailed for Port Royal, S.C., carrying 200 men, marines to help Rear Admiral John A. Dahlgren build up his forces for a renewed attack on Fort Wagner which guarded the seaward approaches to Charleston. After disembarking her passengers, she got underway again for Fortress Monroe, Va., carrying word that Dahlgren's coal had been exhausted and that "... a supply can not be forwarded too soon." From Hampton Roads, *Aries* proceeded to New York where she took on board 200 more men for the South Atlantic Blockading Squadron, before heading south once more.

After delivering these replacements at Port Royal, she embarked some 100 passengers—mostly either sailors who were too ill to remain in a fighting zone or men whose periods of enlistment had expired. However, during her voyage north, she encountered a fearful storm off Cape Lookout, N.C., on 27 August and suffered engine failure while fighting its waves. The wind was so severe that Comdr. John J. Almy—the commanding officer of *Connecticut* which chanced upon the disabled *Aries* on 1 September—described the weather as worse "... than I ever recollect to have seen it in the course of my sea service of more than twenty-one years." The commanding officer of another Union warship, *Pocahontas* stated that "... had the hurricane ... continued with unabated force much longer this ship [*Pocahontas*] could not have outlived it. ..."

Connecticut took *Aries* in tow and proceeded via Beaufort to Hampton Roads where they arrived on the 6th. Two days later, the screw steamer *Daylight* arrived and towed *Aries* to Baltimore for repairs.

Early in November, as the yard work on *Aries* was approaching completion, Secretary of the Navy Gideon Welles ordered Devens to proceed in her to the waters off Wilmington, N.C., for duty in the North Atlantic Blockading Squadron. Her first action in this new assignment began at daybreak on 6 December when one of her lookouts spotted a steamer aground on Western Bar near Smith's Island, N.C.

Aries got underway immediately and headed for the stranded blockade runner which soon proved to be the new British, iron-hulled, screw-propelled steamer *Ceres* which had departed Bermuda on the 3d and had struck bottom while attempting to slip into the Cape Fear River sometime on the night of the 5th and 6th. When shoal water compelled *Aries* to heave to, Devens launched two boats which continued on to the blazing *Ceres*.

Upon boarding the prize, the boat parties set to work with fire buckets trying to quench the flames and stuck to the task despite fire from Southern batteries ashore. Meanwhile, the officers in charge of the boats broke into the captain's cabin and found a number of papers which contained highly valuable intelligence. Finally—after realizing that, despite the diligent efforts of the Union bluejackets, the flames were gaining on the bucket handlers—the boat parties withdrew from the British blockade runner and returned to their own ship.

That night, the rising tide refloated *Ceres*; and, early the following morning, observers on the blockaders could see her drifting seaward. A boat's crew from *Maratango* boarded the prize, anchored her in safe water, and—with men from *Aries*, *Violet*, and *Connecticut*—put out the remaining fires. *Aries* then towed the erstwhile blockade runner to Beaufort, the prize's first stop on a voyage via Hampton Roads to Washington for adjudication.

After delivering *Ceres* to Beaufort, *Aries* returned to blockade duty off Wilmington. At dawn on 20 December, men on board the ship sighted steam rising from a strange vessel, some four miles away to the east, southeast. Shortly thereafter, Union blockader *Governor Buckingham* appeared, closing the potential prize while *Aries* joined in the pursuit. As she neared shoal waters, *Aries* anchored in four fathoms of water and sent an armed boat bearing a boarding party to the blockade runner.

They learned that the stranger was the Confederate blockade runner *Antonica* which previously had won considerable renown under the names *Lamar* and *Herald* playing a cat-and-mouse game with Federal blockaders as she carried contraband cargo into Southern ports and escaped to sea, laden each time with between 1,000 and 1,200 bales of cotton. The night before she had been taking the part of the mouse as she ran aground while attempting to slip into the Cape Fear River with a cargo consisting primarily of potable spirits. After brief efforts to pull free proved futile, Capt. W. F. Adair, the commander of the steamer, ordered his crew to abandon their ship and to head for the nearest land in boats, hoping to reach shore before daylight. However, they were spotted by Union blockader *Governor Buckingham* and captured by that steamer and the Federal tug *Violet*.

Men from *Aries* and from several other Union ships remained on board *Antonica* for the next few days laboring in vain to refloat the prize. When rising water in the grounded and damaged steamer's hull made it clear that the effort could not possibly succeed, the Federal sailors finally left the ship on Christmas Eve.

Aries' next adventure came at the end of the first week of 1864. Shortly after daybreak on 7 January, while his ship was lying within the entrance of Little River, N.C., Devens "... discovered a strange steamer standing to the E.S.E., with the U.S.S. *Montgomery* in chase of her. ... " *Aries* immediately got underway to join in the pursuit and gained on the stranger. Weather was bad and, about 8:20 a.m., thick fog settled and hid the fleeing steamer. When it lifted a bit over an hour later, the chase was considerably closer than she had been when last seen. *Aries* opened fire, and her shot fell close to the target. This accuracy prompted the blockade runner to haul "... to the westward. ... " However, the steamer ran aground close to North Inlet, near Georgetown, S.C.; and her crew escaped to shore. Closing fast, *Aries* came to anchor to avoid being stranded herself and "... immediately sent two armed boats to board the steamer and get her off." High surf thwarted their efforts to refloat the prize, so the boats' crews set the vessel afire and returned to *Aries* with word that the blockade runner was the Confederate steamer *Dare*. Unfortunately, *Aries* second cutter swamped in the surf during the expedition resulting in the capture of two of its officers and seven enlisted men by Confederate forces. A boat from *Montgomery* also capsized with the loss of 2 officers and 14 men who were imprisoned.

On the evening of 10 January, orders reached Lt. Devens to send his boats to assist *Iron Age* which had run aground that morning while attempting to refloat the stranded blockade runner *Bendigo* near Lockwood's Folly Inlet. About midnight, her boats—along with some from *Minnesota*, *Daylight*, and *Governor Buckingham*—received the officers and men of the doomed Union screw steamer.

The following morning, 11 January, *Aries* joined *Minnesota*, *Daylight*, and *Governor Buckingham* in chasing the blockade runner *Ranger* which was attempting to enter the Cape Fear River with a cargo from Newcastle upon Tyne, England. The Northern ships drove the steamer aground where she was abandoned by her crew. However, their efforts to refloat *Ranger* as a prize were stopped by Southern sharpshooters "... whose fire completely commanded her [*Ranger*]'s decks." Since it was impossible to take possession of *Ranger*, the Union sailors burned her.

While these actions were taking place, black smoke was spotted in the direction of Shallotte Inlet. *Aries*, which had been withdrawn from her station in that quarter the previous night, was sent to investigate. She soon came across "... a fine-looking double propeller blockade runner, resembling *Ceres*, beached and on fire between Tubb's and Little River Inlets. ... " Once more Southern sharpshooters prevented Union parties from boarding the steamer, extinguishing the flames, and taking possession of the prize.

The next day, after the riflemen had withdrawn, Devens did manage to board the ship and learned that she was *Vista*, a sister ship of *Ceres*. However, serious damage to her hull made it impossible to refloat the blockade runner, and her two anchors were his only booty.

Aries' next lively action came two months later. On 14 March, she and *State of Georgia* drove a large, long, and low side-wheel steamer ashore on the west point of Oak Island, near the Western Bar, off Wilmington. Their approach to the unidentified potential

prize—which resembled the recently captured North Carolina blockade runner *A. D. Vance*—was ended by shelling from Southern shore batteries.

Much of the spring and summer, *Aries* was out of action undergoing repairs; but she returned to duty off Wilmington in September. On 28 October, she assisted *Eolus* and *Calypso* in capturing the English steamer *Lady Sterling*. Again on the night of 6 November, *Aries* "... discovered a strange steamer . . . , immediately gave chase, opened fire on the stranger, and threw rockets to the eastward, indicating his course. Nevertheless, despite assistance in the pursuit by *Marantanza* and *Eolus* and the blockade runner's being briefly stranded, a rising tide and clever seamanship enabled the steamer to escape to safety in Wilmington.

On 3 December, *Aries* joined five other ships in shelling blockade running steamer *Ella* which Union blockader *Emma* had forced aground on Marshall Shoal, Smith's Island, N.C., "... placing her in a condition which rendered it impossible to get her off"

Years of labor and the endurance of tedium by the sailors who manned the Union warships on blockade duty were finally strangling the Confederacy. Not only were more and more blockade runners being destroyed and captured, but joint Army-Navy operations were snatching one seaport after another from the South. As the year 1864 drew to a close, only one major port remained in Confederate hands, Wilmington, where *Aries* had served almost exclusively since entering the Union Navy. And, at that time, plans were well advanced for an amphibious attack against Fort Fisher which guarded that last center of Southern maritime activity.

Aries was in the reserve division of a vast task force which departed Beaufort on 18 December and headed for the mouth of the Cape Fear River. Troops went ashore on Christmas Eve and seriously threatened Fort Fisher; but the Army commander, Major General Benjamin F. Butler, feared that his troops could not cope with the Southern forces that defended the Confederate works. As a result he ordered his men to reembark.

Dissatisfied with Butler's lack of resolution, Rear Admiral David Dixon Porter—the commander of the naval forces in the operation—pressed Washington for a renewed attack. Early in January 1865, a mighty force was assembled for a new effort against Fort Fisher. *Aries*, although again assigned to the reserve division, helped to land troops on the 13th and, once they were ashore, supported the troops for the next two days. The defenders finally capitulated on the 15th, shutting off the South from all foreign aid. The Confederacy was now doomed.

After supporting mopping up operations in the vicinity of Wilmington for the remainder of January and all of February, *Aries* departed Hampton Roads on the morning of 5 March and headed for Key West, Fla., to join the East Gulf Blockading Squadron. However, when she reached Florida waters, her machinery necessitated her remaining in port undergoing repairs into May. She was then sent to sea to cruise off Havana, Cuba, to intercept *Stonewall* should that Confederate raider attempt to escape to sea. After *Stonewall's* commanding officer, Capt. Thomas Jefferson Page, learned of the end of the war and turned his ship over to Spanish authorities, *Aries* returned to Key West. On 1 June, she was ordered to Boston where she was decommissioned at the Boston Navy Yard on the 14th of that month.

Sold at public auction at Boston on 1 August 1865 to Sprague, Soule & Co., the steamer was documented on 12 August 1865 as SS *Aries*. She retained her original name throughout a long career in merchant service carrying freight between Philadelphia and New England ports. She was sold in 1908 for scrapping.

II

(ScStr: dp. 4,500; l. 261'; b. 43'6"; dr. 17'10"; s. 9.25 k.; cpl. 122; a. 2 3")

The second *Aries* was built as *Lake Geneva* under a United States Shipping Board (USSB) contract in 1918 at Duluth, Minn., by the McDougal-Duluth Co. to augment American logistics capability during World War I. The freighter was delivered to the Navy at Montreal, Quebec, Canada, on 21 September 1918 and was placed in commission the following day for service in the Naval Overseas Transportation Service, Lt. Comdr. Francis A. Brannen, USNRF, in command.

After fitting out, the freighter sailed for France late in October and arrived at St. Nazaire on 11 November, the day Germany signed the armistice ending the fighting of World War I. *Lake Geneva* was then assigned to European waters; based at Cardiff, Wales; and began carrying coal from that port and from Belfast, Ireland, to various French ports.

After continuing this duty through the spring of 1919, she sailed for Charleston, S.C., carrying some 1,500 tons of Army ordnance material. However, while en route to that port, she was diverted to Newport News, Va., where she arrived on 12 July.

After discharging her cargo, *Lake Geneva* was slated for demobilization. She was decommissioned on 17 July 1919 and then returned to the USSB, in whose hands she remained until the mid-1920's when she was sold to the Bison Steam Ship Co., of Tonawanda, N.Y., and renamed *John J. O'Hagan* in honor of the manager of the firm which had purchased her. She operated out of Buffalo, N.Y., carrying coal and iron ore on the Great Lakes.

Shortly before the United States entered World War II, the Federal Government repurchased the ship; and she was transferred from the Maritime Commission to the Navy on 22 September 1941. Renamed *Manomet* on 15 October 1941 and designated AG-37, the freighter was prepared for naval service at East Boston, Mass., by the General Ship and Engine Works, Inc. During this work, *Manomet* was again renamed *Aries* on 7 January 1942 and simultaneously redesignated AK-51. She was delivered on 23 May 1942 to the Marine Lines of New York City, which operated her on a contract basis for the Naval Transportation Service until early July. Returned to Navy custody on 11 July 1942, *Aries* was placed in commission on 18 July 1942 at the Bethlehem Steel Co., Brooklyn, N.Y., Lt. Philip S. Deane, Jr., USNR, assuming temporary command for Lt. Comdr. L. Sederholt, USNR, who reported a week later.

After taking on cargo, ammunition, and supplies, the cargo ship stood out to sea and joined a convoy bound for Iceland. She stopped at Halifax, Nova Scotia, for three days before resuming her voyage to Iceland. On 18 August, she reached Reykjavik and discharged equipment and supplies ashore. For the next 12 months, *Aries* operated in Icelandic waters under the orders of Commanding Officer, Naval Operating Base, Iceland, transporting Army cargo between the Icelandic ports of Reykjavik, Akraness, Keflavik, Hvalfjordur, Budareyri, Seydisfjordur, and Akureyri.

The ship left Iceland on 21 August 1943, shaped a course for the United States, and reached Boston, Mass., on 3 September. She then entered a shipyard for alterations and repairs. On 5 December, the vessel joined a southbound convoy and sailed to Guantanamo Bay, Cuba. She left Cuba on 5 January 1944, proceeded to the Canal Zone, and moored at Balboa for repairs to her main engine before setting a course for San Diego, Calif.

Upon reaching San Diego on 12 February, the vessel underwent more repairs to her main engine. Late in April, she entered the Mare Island Navy Yard, Vallejo, Calif., for replacement of the main engine. After a series of sea trials, the cargo ship got underway on 6 September, bound for Pearl Harbor, Hawaii, and arrived there on the 18th. She was drydocked briefly for the installation of a new propeller before sailing for the South Pacific on 6 October.

Aries reached Manus, Admiralty Islands, on 28 October and commenced provisioning warships of the 3d Fleet. After emptying her holds, the vessel took on more cargo and weighed anchor on 10 December. She made Ulithi five days later and began unloading operations. The ship had completed this task by 7 January 1945 and, a week later, sailed for Guam. She unloaded cargo there and was back at Ulithi on 25 January. The vessel remained at the atoll conducting intraharbor cargo operations until 25 April. She then began preparations for the Leyte-Samar campaign in the Philippines.

On 20 May, the ship set a course for San Pedro Bay. She arrived there on the 24th and commenced discharging her cargo. In mid-June, the vessel began taking on various equipment and supplies for transit to Ulithi. She got underway on 2 July, arrived back at Ulithi on the 8th, and was assigned duty as a station ship, her role through the end of hostilities on 15 August.

Aries left Ulithi on the 22d and proceeded to Apra Harbor, Guam. There, she took on goods for shipment to Leyte. The vessel reached Philippine waters on 5 September and remained off Leyte engaged in cargo operations through early October.

The vessel departed the area on the 7th and dropped anchor at Eniwetok 10 days later. After filling her cargo holds, she set a course for Japan, arrived in Tokyo Bay on 6 November, and began discharging her supplies in support of occupation forces ashore.

On 30 November, the cargo ship left Japanese waters and set a course for the United States. She paused en route at Midway on 11 December and finally reached San Francisco on the 24th. The ship then discharged all her cargo and ammunition in preparation for deactivation. She later moved to Oakland, Calif., where she was decommissioned on 28 March 1946. Her name was struck from the Navy list on 17 April 1946. The vessel was transferred to the Maritime Commission on 1 July 1946. She was sold on 5 May 1947 to Capt. A. S. Oko for operation as a bulk carrier. She was scrapped in 1952.

III

(PHM-5: dp. 214 (f.); l. 133'0"; b. 18'0"; dr. 6'0"; s. 51 k.; cpl. 21; a. 1 76mm., 8 Harpoon; cl. *Pegasus*)

The third *Aries* (PHM-5) was laid down on 7 January 1980 at Seattle (Renton), Wash., by Boeing Marine Systems; launched on 5 November 1981; sponsored by Mrs. Earl B. Fowler, the wife of Vice Admiral Earl B. Fowler, Commander, Naval Sea Systems Command; and was commissioned at the Puget Sound Naval Shipyard on 18 September 1982, Lt. Comdr. Carl E. Weiscopef in command.

Aries operated in Puget Sound until 23 November when she got underway for Key West, Fla., her assigned home port. She made calls at San Francisco and San Diego on her way down the California coast. The guided-missile hydrofoil gunboat transited the Panama Canal on 11 December and arrived in Key West on the 15th. After the holidays, the warship began operations from her base. Acceptance trials came late in January 1983, and, in February, she carried out her first law enforcement operation against drug smugglers in cooperation with the Coast Guard. March and April brought training duty out of Key West and two more missions assisting the Coast Guard in its efforts to stem the flow of illegal drugs into the United States. In each instance, *Aries* embarked a detachment of Coast Guardsmen and carried out the assignment under the operational control of the Commandant, Coast Guard District 7, based at Miami, Fla. Early in May, she entered the yard at Atlantic Drydock in Jacksonville, Fla., for six weeks of post-shakedown repairs and modifications. Halfway through June, the guided-missile hydrofoil gunboat returned to Key West and resumed a normal schedule of duty out of her home port. Though the bulk of her operations for the rest of the year consisted of routine training evolutions, tests, and equipment calibrations and checks, *Aries* participated in another antismuggling sweep during the second week in August and visited Nassau in the Bahamas later that month.

Normal duty in the waters near Key West kept *Aries* busy for the remainder of 1983 and during the first few weeks of 1984. In February of 1984, the warship expanded her sphere of operations to include the Gulf of Mexico and the east coast of Central America. Late in April, she participated in Exercise "Ocean Venture 84" and, in May, visited New Orleans for the world's fair. *Aries* returned to Key West for normal operations at the end of May and the beginning of June. On 11 June, however, she departed Key West for the waters around Puerto Rico to participate in the initial phase of UNITAS XXV, the 1984 edition of the annual series of multilateral exercises carried out with units of various Latin American navies. At the end of June, the guided-missile hydrofoil gunboat proceeded back to Key West to resume normal duty. In August, *Aries* took part in maneuvers conducted off the east coast of Central America. Back at Key West at the end of August, she began operating again on a training schedule.

The guided-missile hydrofoil gunboat spent the rest of 1984 and the first part of 1985 engaged in operations in the immediate vicinity of Key West. In March, she traveled to Puerto Rico to participate in a readiness exercise, READEX 1-85. More duty out of her home port occupied the warship's time in April. At the beginning of May, she voyaged to Onslow Beach, N.C., where she took part in Exercise "Solid Shield 85." The middle of June found *Aries* in the waters near Puerto Rico again for the initial phase of UNITAS XXVI. During July and early August, the warship carried out normal operations from her base at Key

West. Her third fleet readiness exercise occupied the last half of August. In September, *Aries* resumed local operations from Key West and remained so occupied for the rest of 1985.

At the end of the first week in January 1986, she moved to Mayport, Fla., for a three-month availability. At the end of April, she proceeded back to Key West whence she operated until late in July. At that time, she embarked upon a cruise that took her to the Caribbean for another UNITAS exercise during which she made port calls at La Guaira, Venezuela, and at St. John's, Antigua. *Aries* returned to Key West on 14 August and carried out local training missions until mid-October. On 14 October, the guided-missile hydrofoil gunboat set sail for Little Creek, Va., to take part in a special project for the Chief of Naval Operations. Over the next two months, she divided her time between her home port and operations off the Virginia capes. She concluded her development work for 1986 on 12 December and headed back to Key West on the 16th. *Aries* reentered her home port on 17 December and spent the remainder of the year in that vicinity. As of the beginning of 1987, she was in port at Key West.

Arikara

A loose confederacy of subtribes of American Indians related to the Pawnee. The Arikara inhabited villages in the Missouri River valley.

(AT-98: dp. 1,589 (tl.); l. 205'0"; b. 38'6"; dr. 15'4" (f.); s. 16.5 k. (tl.); cpl. 85; a. 1 3", 2 40mm.; cl. *Abnaki*)

Arikara (AT-98) was laid down on 10 January 1943 at Charleston, S.C., by the Charleston Shipbuilding & Dry Dock Co.; launched on 22 June 1943; sponsored by Mrs. Taylor F. McCoy; and commissioned on 5 January 1944, Lt. John Aitken, USNR, in command.

On 15 January, the tug departed Charleston bound for Hampton Roads, Va. After arriving there on the 17th, she conducted shakedown training in Chesapeake Bay until the 26th. Following a post-shakedown repair period in the Norfolk Navy Yard, she stood out of the bay and shaped a northerly course. After stopping briefly at New York, *Arikara* moved on to Casco Bay, Maine, where she operated between 10 February and 2 March towing targets and participating in antisubmarine warfare training. She returned to New York on 4 March and began preparations for service overseas. Towing barges, the tug put to sea on 25 March as part of Task Force (TF) 67 bound for the British Isles. She reached Falmouth, England, on 20 April and, after delivering the barges, reported for duty with the 12th Fleet.

On the 24th, *Arikara* moved to Lea, on the Solent to join the British tug fleet in preparing for the invasion of Europe. During the remainder of April and all of May, she towed to dispersal points on the southeastern coast of England portions of the two "mulberries," artificial harbors to be erected on the French coast after the initial assault to provide logistical support for the movement of all Allied armies inland. On 15 May 1944, she was reclassified a fleet tug and redesignated ATF-98. Throughout the period leading up to the invasion, *Arikara* helped to repel German air attacks; and, though near misses shook her considerably, she suffered neither hits nor significant damage from shell fragments.

On the afternoon of 5 June, the tug stood out of Weymouth, England, on her way to the sector of the Normandy coast code-named by Allied planners as "Omaha" Beach. After the first waves of assault troops stormed ashore, the tug began her primary assignment, clearing wrecks from the beach area reserved for the erection of the artificial harbors. Soon, however, German fire began to take such a heavy toll of landing craft that *Arikara* had to abandon salvage operations in favor of the even more urgent work of rescue and repair. Her work enabled the less heavily damaged landing craft to remain in action, thus maintaining the flow of troops and supplies during the critical phase of the assault on "Omaha" Beach.

That phase past, the tug resumed salvage and towing work on the 7th. In all, she spent almost a month supporting the consolidation of the Normandy invasion. Though she came under air attacks and fire from shore batteries, her only major damage came from the explosion of a nearby mine while she was towing

the disabled French destroyer *La Surprise* back to England for repairs. Her main engine room rapidly took on water which rose to within six inches of her main electric motor before her crew managed to check the leaks. *Arikara* completed her mission successfully, and, after 24 hours of feverish activity, her crew had her repaired and back in action off Normandy.

Early in July, *Arikara* and *Pinto* (ATF-90) received orders to return to England. From there, the two tugs set out on 12 July in a convoy bound for the Mediterranean coast of North Africa. Her convoy arrived at Oran, Algeria, on the 21st; but *Arikara* remained there only until the end of the month. She headed for Italy on 1 August, reached Naples on the 3d, and joined Rear Admiral Spencer S. Lewis' TF 87, code-named "Camel" Force, for the mid-August invasion of southern France. Staged through Ajaccio, Corsica, *Arikara's* unit, the force's salvage and fire-fighting group, arrived off St. Raphael on the Mediterranean coast of France on the morning of 15 August, the day of the assault. For more than a fortnight, the tug remained in the transport area, salvaging damaged ships and landing craft, fighting fires, and keeping the approaches to the beach clear of wrecks. On 2 September, she moved to the Golfe de San Tropez, France, and began clearing wreckage from French Riviera ports. She also towed ships to Palermo, Sicily, where they underwent repairs. In addition, she made towing voyages to Naples, Marseilles, Bizerte, and Oran.

Late in October at the latter port, *Arikara* joined a convoy bound for the United States and headed home. She arrived in Norfolk on 7 November and remained in that vicinity into December. Late in that month, she voyaged to Trinidad where she took *YFD-6* in tow before continuing on to the Panama Canal. *Arikara* reached the Canal Zone on 3 January 1945, transited the canal, and delivered her tow at Cristobal on the 5th. The following day, she and *Bannock* (ATF-81) got underway for Hawaii. The tug entered Pearl Harbor later in January but remained there only until resuming her westward voyage on 4 February, bound ultimately for the Ryukyus. After stops at Eniwetok and Guam, she reached Ulithi Atoll, in the Carolines, on 17 March. There, she reported for duty with Service Squadron (ServRon) 10 and began preparations for the conquest of Okinawa.

Ten days later, she departed Ulithi as part of Task Group (TG) 50.8, the 5th Fleet Logistics Support Group, and headed for the Ryukyu Islands. To begin the campaign, during the last week in March, American forces took Kerama Retto, a small group of islands about 15 miles west of southern Okinawa. Then, on 1 April, the main assault force landed on Okinawa proper. *Arikara* spent the next 11 weeks based at Kerama Retto assisting ships and craft damaged in the struggle for Okinawa. On the night of 2 April, the tug went to the assistance of *Dickerson* (APD-21) after that high-speed transport had suffered a devastating suicide crash from a Kawasaki Ki. 45 "Nick" twin-engine reconnaissance/ground attack aircraft. *Arikara's* crew managed to extinguish the fires raging on board *Dickerson*, and the tug took her in tow for Kerama Retto. In spite of *Arikara's* efforts, *Dickerson* proved to be beyond economical salvage and was towed out to sea on 4 April and sunk.

Although *Arikara's* main mission at Okinawa was the removal and salvage of damaged landing craft, kamikaze attacks continued to add to her burdens. On 11 May, a horde of suicide planes attacked *Evans* (DD-552) and *Hugh W. Hadley* (DD-774) on picket station no. 15 to the northwest of Okinawa. *Arikara* sped to the aid of *Evans*, which had sustained four suicide crashes in rapid succession. *Arikara* moved alongside her, put five pumps on board, made fast a hawser, and towed the destroyer into Kerama Retto for repairs.

A bit over a week later, on 17 May, *Longshaw* (DD-559)—her officers and crew drained by long hours at general quarters and a night of illumination fire in support of the troops ashore—ran aground on a reef near Naha while en route to yet another call fire mission. *Arikara* rushed to her aid. Just when she began taking up slack on the towline, a Japanese shore battery opened up on the stranded destroyer with uncanny accuracy. The enemy artillerists straddled *Longshaw* immediately, and quickly scored four hits. One of the four caused a forward magazine to detonate blowing off the bow forward of the bridge. With *Longshaw* a total loss, *Arikara* parted the towline and moved off to see to her own defense and to rescue survivors. *Longshaw* was later destroyed by "friendly" gunfire and torpedoes.

Arikara performed salvage work in the Ryukyus well into June. On the 19th of that month, she took kamikaze-damaged

Evans in tow and set course for the Marianas. The tug arrived at Saipan on 25 June and remained there until 11 July. From Saipan, she sailed to Leyte where she stayed through 18 August when she got underway for Japan. The tug stopped at Okinawa before proceeding on to Kyushu. She returned to Okinawa briefly in September and then continued on to the Philippines. On 9 October, while still en route to Leyte, the ship weathered a severe typhoon. After reaching Subic Bay, she underwent repairs until getting underway late in November for China. Upon reaching Tsingtao, *Arikara* began towing and salvage work in support of occupation forces.

Late in February 1946, *Arikara* left China to resume operations in the eastern and Central Pacific. During the next few years, her towing and salvage operations took her to such varied locales as the Panama Canal Zone, the west coast of the United States, Hawaii, Okinawa, and the Marianas.

In January 1950, the tug resumed occupation duty upon her arrival at Yokosuka and, for the next five months, provided towing and salvage services in Japan. However, on 25 June 1950, North Korean forces surged south across the 38th parallel into South Korea. Thus, *Arikara* entered her second war. She was assigned to TF 90, the Amphibious Force, Far East. Due to the skeletal nature of American naval forces in Oriental waters, her assignments early in July consisted of the unlikely duty of escorting shipping between Japan and Korea until an escort group of more suitable warships could be assembled. The tug also served as a communications ship and landing control vessel during amphibious operations at Pusan on the southeastern tip of the Korean peninsula. In addition, she performed her familiar salvage and rescue operations.

After completing her initial missions at Pusan and between that port and Japan, *Arikara* moved to other areas of the Korean peninsula. On 5 September, she departed Yokosuka with Task Unit (TU) 90.04.3, the Pontoon Movement Unit, on her way to Inchon on the western coast of Korea. The tug supported the amphibious assault at Inchon from mid-September to mid-October, before heading, on the 16th of the latter month, for Wonsan on the northeastern coast of Korea. The 20 October amphibious assault on Wonsan, mooted by the arrival of rapidly advancing Republic of Korea (ROK) ground forces, was transformed into an enormous reinforcement and logistical support operation. *Arikara* spent about a month at Wonsan helping to clear the harbor and to increase its efficiency.

During the latter part of November, she completed upkeep at Sasebo. Towing and salvage operations in Japanese waters occupied her during December 1950 and early January 1951. Then, on 12 January, the tug shaped a course back to the United States. Voyaging by way of the Marianas and Hawaii, she arrived in Long Beach, Calif., in March. By the beginning of April, *Arikara* was at Bremerton, Wash., undergoing repairs; and she remained there until heading back to Hawaii on 11 June. For the remainder of 1951, she operated out of Pearl Harbor making only two voyages to destinations outside the Hawaiian operating area. In July, the ship towed an AFDB to Guam; in August, she returned to Pearl Harbor; and, in October and November, she made a round-trip voyage to Subic Bay in the Philippines.

On 3 January 1952, *Arikara* departed Pearl Harbor to deploy again to the western Pacific. By the end of the month, she was back in the Korean combat zone. During that tour of duty in the Far East, the tug served once more at Wonsan, as well as at Cho Do and Pusan, and stayed in the waters between Japan and Korea until the beginning of August. That fall, *Arikara* moved to the Marshall Islands to support Operation "Ivy," a nuclear bomb test conducted at Eniwetok Atoll in November 1952. Although the conflict lasted into the summer of 1953, the tug saw no additional service in the Korean combat zone.

By the time that an armistice ended hostilities in Korea on 27 July 1953, *Arikara* had already settled into a schedule of operations out of Pearl Harbor that included towing missions from Hawaii to Johnston and Canton Islands and duty in the Aleutians. In the fall of 1954, the tug began peacetime deployments to the Far East and, for the remainder of her Navy career, she alternated between assignments in the western Pacific with the 7th Fleet and operations out of her home port, Pearl Harbor. During the first 12 years of that period, the tug's Far Eastern itinerary included mostly Japanese, Korean, and Philippine ports of call while her operations out of Pearl Harbor took her to the waters off the coast of Alaska and surrounding the Aleutians, as well as to islands in the Central Pacific.

Late in 1964, American involvement in the conflict in South

Vietnam increased dramatically. As a consequence, *Arikara* began to visit the Vietnamese coast more frequently. By the fall of 1966, the tug found herself calling at such places as Vung Tau and Danang to provide towing and other support services for Navy units engaged in fighting communist insurgency and North Vietnamese aggression in South Vietnam. Her deployments to Asian waters along with the concomitant service in Vietnam continued into 1970.

Late in February of that year, *Arikara* returned to Pearl Harbor from her final tour of duty with the 7th Fleet. She served actively in the Hawaiian Islands and in Alaskan waters for another 16 months. On 1 July 1971, the tug was decommissioned and simultaneously transferred to Chile as a loan under the military assistance program. She was commissioned in the Chilean Navy as *Aldea* (ATF-63). As of 1 July 1986, *Aldea* was still active with the Chilean Navy.

Arikara earned three battle stars during World War II, five battle stars during the Korean conflict, and three battle stars for service in Vietnam.

Aristaeus

In Greek and Roman mythology, the son of Apollo and the nymph Cyrene. Aristaeus is believed to have been born in Libya. He later traveled to Thebes, where he received instruction from the Muses in the arts of healing and prophecy. Aristaeus is credited with introducing the cultivation of bees. He is also regarded as the protector of herdsmen and hunters.

(ARB-1: dp. 4,100; l. 328'; b. 50'; dr. 11'2"; s. 11.6 k.; cpl. 260; a. 1 3", 8 40mm., 8 20mm.; cl. *Aristaeus*)

LST-329 was laid down on 12 November 1942 at the Philadelphia Navy Yard; reclassified ARB-1 on 25 January 1943 and named *Aristaeus*; launched on 1 February 1943; sponsored by Mrs. Arthur Taylor; converted at Fairfield, Md., by the Maryland Drydock Co., for service as a battle damage repair ship; and commissioned on 18 May 1943, Lt. Ralph M. G. Swany, Jr., in command.

On 1 June, the ship got underway for Norfolk, Va. During the next six weeks, she conducted shakedown training out of Norfolk and in the Chesapeake Bay. On 23 July, she left the east coast and shaped a course for the Pacific. The vessel transited the Panama Canal and joined the Pacific Fleet on 1 August. She then continued on—via Bora Bora, Society Islands, and Tutuila, American Samoa—to Noumea, New Caledonia.

Aristaeus reached Noumea on 14 September and operated in its immediate vicinity through the remainder of 1943 and the first six months of 1944. Early in July 1944, she anchored at Sydney, Australia. After upkeep at that port, the repair ship journeyed to New Guinea in late September and provided battle damage repairs to vessels in this area into April 1945. On 1 May, she anchored at Kerama Retto, Ryukyu Islands.

The vessel remained at Kerama Retto during the next two months. As a member of Service Squadron 10, she performed battle damage and voyage repairs to various ships of the fleet. On 2 July, the ship moved her base of operations to Buckner Bay, Okinawa, where she provided routine repair services. On 13 August, she was ordered to assist in repairing the torpedoed *Pennsylvania* (BB-38). Many of the battleship's compartments were flooded, and she had settled heavily by the stern. *Aristaeus* repair efforts, however, enabled the man-of-war to get underway for Pearl Harbor on 24 August, nine days after the Japanese capitulation ended hostilities.

Aristaeus remained at Buckner Bay until early December. She left Okinawa on the 3d and shaped a course for the west coast of the United States. The ship reached San Francisco, Calif., on the 27th and entered a period of upkeep and repairs. She remained at San Francisco until 22 May 1946, when she got underway for San Diego, Calif. Upon her arrival there, the vessel reported to the San Diego Group, 19th Fleet, for inactivation. *Aristaeus* was decommissioned on 15 January 1947 and was placed in the Pacific Reserve Fleet. Her name was struck from the Navy list on 1 July 1961. The vessel was sold to Brown Industries, Inc., Oakland, Calif., on 14 March 1962, and she was subsequently scrapped.

Aristaeus earned one battle star for her World War II service.

Arivaca

The name of a Pima Indian village in southern Arizona, abandoned during a rebellion in the mid-eighteenth century.

(YTB-259: dp. 410; l. 110'0"; b. 27'0"; dr. 11'4"; s. 12 k.; cpl. 12; a. 2 .50-cal. mg.; cl. *Cahto*)

Arivaca (YT-259) was laid down on 25 April 1944 at San Francisco, Calif., by Anderson & Cristofani; reclassified a large harbor tug and redesignated YTB-259 on 15 May 1944; launched on 28 October 1944; and placed in service on 24 January 1945.

Arivaca was assigned duty in the 12th Naval District and remained so occupied until the middle of 1955. At the beginning of the summer of 1955, the tug was deactivated preparatory to being loaned to some organization whose identity is not now known. The transfer appears to have taken place in November of 1955, and the loan lasted almost two years. In October of 1957, the tug returned to active service in the 12th Naval District. In February of 1962, *Arivaca* was reclassified a medium harbor tug and was redesignated YTM-259. Two years later, in February of 1964, *Arivaca* was sold by the Navy.

Arizona

A term probably coined by melding the words arid and zone, to designate the dry area in the southwestern United States which was admitted to the Union as a state on 14 February 1912. However, some authorities maintain that the name was derived from the Aztec Indian word *Arizuma* which can be translated as "silver bearing."

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(SwStr: t. 959; l. 200'; b. 34"; dph. 17'6" (mean); dr. 8'; s. 15 k.; cpl. 82; a. 4 32-pdrs., 1 30-pdr. P.r.; 1 12-pdr. r.)

Arizona—an iron-hulled, side-wheel steamer laid down in 1858 at Wilmington, Del., by the shipbuilding firm, Harlan and Hollingsworth, and completed in 1859—operated out of New Orleans carrying passengers and cargo to and from ports along the gulf and Atlantic coasts of the United States. Her commercial service ended on 15 January 1862 when Confederate Major General Mansfield Lovell seized her at New Orleans along with 13 other steamers for use as a blockade runner.

No continuous record of her operations during the next year is extant, but sporadic reports suggest that the ship carried cotton from New Orleans and Mobile to Havana and returned to those ports with war materiel. Gaps exist in our knowledge of changes in the vessel's owners, name, and registry.

In any case, on 28 October 1862, the side-wheeler was operating under a "...provisional register of the English steamer *Caroline*..." as she steamed from Havana with a cargo of munitions to be delivered to Mobile. That morning, a lookout on *Montgomery's* topmast head sighted the blockade runner. The Union screw gunboat immediately set out in pursuit of the stranger, beginning a six-hour chase. When *Montgomery* pulled within range of *Caroline*, she opened fire with her 30-pounder Parrott rifle and expended 17 shells before two hits brought the quarry to.

Two boats from the blockader rowed out to the former *Arizona* and one returned with her master, a man named Forbes, who claimed to have been bound for Matamoros, Mexico, not Mobile. "I do not take you for running the blockade," the flag officer—with tongue in cheek—replied, "but for your damned poor navigation. Any man bound for Matamoros from Havana and coming within twelve miles of Mobile light has no business to have a steamer."

Farragut sent the prize to Philadelphia where she was condemned by admiralty court. The Federal Government purchased her on 23 January 1863. The Navy restored her original name, *Arizona*, and placed her in commission on 9 March 1863, Lt. Daniel P. Upton in command.

Nine days later, the steamer stood down the Delaware River and headed for the Gulf of Mexico. En route south, she chased and overtook the cotton-laden sloop *Aurelia* off Mosquito Inlet, Fla., on 23 March and sent her to Port Royal.

Shortly before *Arizona* joined the West Gulf Blockading Squadron at New Orleans, Farragut had led a naval force up the Mississippi past Port Hudson to close off the flow of supplies down the Red River and across the Mississippi to Confederate